



# Noosa Community Jury

## Noosa River information pack

# Message from the Mayor

## Welcome

Welcome to Noosa's second Community Jury. I hope you are as excited as we are about this new initiative, and I also hope you find the experience rewarding and enjoyable.

As Noosa residents we take pride in our patch. It was people power that saw Noosa Council restored through de-amalgamation just over 18 months ago, arguably against the odds.

And in honour of that history, it's fitting that Noosa's residents continue to have a decisive say as to how we tackle important issues that affect our shire now and into the future.

As one of 24 community jurors selected to represent a broad cross section of our community, you have an important task.

Collectively, you will advise on: "How can we manage the Noosa River better? What role should Council play and what resources should Council apply?"

A clean and healthy waterway that is visually appealing and vibrant with aquatic life is central to the wonderful environment our residents enjoy, and to the continued success of Noosa's tourism industry.

The negative environmental and visual impact of the proliferation of live-aboard vessels on the Noosa River has been a long-term problem that is gradually worsening.

This is a difficult issue, with implications for both state and local governments as well as for the Noosa community. There are environmental, social, financial and legal considerations, among others.

It's about defining the role Council should play in ensuring that our river is clean and healthy both now and for future generations.

This introductory information pack provides an overview of the Noosa River, its health, major environmental impacts, legal considerations, social impacts, visual amenity considerations, financial implications, Council research and other statistics, facts and information to illustrate this complex topic.

You will have access to Council and external experts as a part of your deliberations and the recommendations you make at the conclusion of this process will help us to make informed decisions about the future health of the Noosa River.

On behalf of Noosa Council, I thank you for being a part of Noosa's second Community Jury.

Your work will have lasting implications for our shire and we look forward to receiving your recommendations.

Best wishes.



Cr Noel Playford  
Mayor



# About Noosa

Situated at the northern tip of Queensland's Sunshine Coast, Noosa Shire covers an area of 871km<sup>2</sup> and is home to more than 54,000 people. Noosa has an ageing population with almost 27% of residents aged over 60, compared to Queensland's state average of 16%.

Noosa Shire Council was re-established as a local government on January 1, 2014. It followed a hard-fought community campaign over several years to restore its shire following the amalgamation of three sunshine coast councils in 2008.

Noosa Council's first corporate plan lays the foundation and strategic direction for Noosa Council, and identifies its key priorities, including:

- Working in partnership with its community
- Implementing new models of community engagement so that its community can participate in decision-making
- Providing custodianship of the Noosa environment

Noosa Shire has an economy that is diversifying beyond a thriving tourism industry. It is recognised as a UNESCO Biosphere and has a proud history of outstanding environmental stewardship.

Seeking ways to improve the health of its major waterway is a natural choice of topic for its second Community Jury.

In striving for excellence in everything it does, Noosa Council seeks to be a trailblazer in the areas of community engagement and environmental management.

By investing in a Community Jury, to help explore "How can we manage the Noosa River better? What role should Council play and what resources should Council apply?" Noosa Council is moving towards its strategic goals and being consistent with its value of being "as one with its community".



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# What you can expect

The Community Jury (also known as a Citizens' Jury) brings together a group of people to consider, weigh up and develop recommendations on an issue.

Citizen juries are made up of randomly selected people because, just like a jury in a criminal trial, the belief is that if you give a group of everyday citizens access to a range of information they will make sensible decisions (and can work out which sources they find they most credible). You do not need any special qualifications or experience to be on the jury; if you have been selected, then you can be confident you are the right person!

We will make sure you have the information you need so that, together with your fellow jurors, you can develop recommendations to take to the Mayor and Councillors. There is no draft solution being provided by the Council – you start from a blank sheet of paper.

The jury is asked to work as a group. As a group, you all represent the wider community – if we were to look at the age and gender of the wider community, for example, they will look like you. The focus of the jury is for you to be a 'mini public', making recommendations on behalf of the wider community, with their best interests in mind.

Meetings will include:

- presentations and information
- opportunities for you to ask questions and ask for specific information
- small group work to develop ideas and recommendations
- an on-site tour to look at the infrastructure firsthand.

Jury activities are designed and run to be fun, engaging and focused on helping you to make decisions. Everyone on the jury is important and you will all have the opportunity to contribute.

Refreshments, note paper and pens will be provided. If you have any special needs, such as dietary or access issues, please let us know.

We look forward to meeting and working with you soon!

## The timetable

Jury members will attend up to six meetings to be held at the following times:

Date and time	Meeting
9.30am-4.30pm Sat 22 Aug	Day 1 Community Jury and Mayoral Media Briefing
6-9pm Wed 16 Sept	Day 2 Community Jury
6-9pm Wed 14 Oct	Day 3 Community Jury
6-9pm Wed 11 Nov	Day 4 Community Jury
6-9pm Wed 2 Dec	Day 5 Community Jury Report to Council

All meetings will be held at Noosa Council Chambers, 9 Pelican Street, Tewantin.

# Community Jury - your role

As a jury member, you are tasked with making recommendations to the Mayor and Councillors on two questions:

## How can we manage the Noosa River better? What role should Council play and what resources should Council apply?

This document is the Council's view of what you need to know to inform yourself, but it's just a start. The first part of your role is to ask questions about what you need to know and who you trust to inform you. Don't wait to be fed information – you own what happens, so ask for what you want.

The assemblies will be independently facilitated by experts in the field of deliberation and supported by a representative of the newDemocracy Foundation.

You have a commitment that you will be heard -

- The Mayor and Council will meet with the Jury and personally receive the Jury's final recommendations.
- The recommendations will be carefully considered, and both the recommendations and the Council's response will be tabled at a Council meeting.

Your role as a group will be to put forward SMART recommendations: Specific, Measureable, Actionable, Realistic and Time-bound recommendations to the Mayor and Councillors. We don't ask you to become experts, but you will need to ensure the intent is clear in the recommendations you make.

## Facilitator profiles

### Iain Walker, Executive Director, newDemocracy Foundation



Iain Walker is the Executive Director of the newDemocracy Foundation, a non-partisan and non-issue based research institute which looks at how we can innovate in democracy. Privately funded and backed by former Premiers from both sides of politics, the foundation's goal is to see how we can reach decisions that earn public trust.

Iain holds a Masters in Public Policy from the University of Sydney, and prior to this role worked for Sports Marketing & Management representing the Australian Olympic Committee, Golf Australia and Swimming Australia, amongst other clients. Iain has also worked as the Commercial Director for The Australian Open while at Golf Australia, and made the move to newDemocracy after being challenged to see if democratic innovation could be as popular as sport.

### Marcia Dwonczyk, Independent Facilitator



Marcia has over 25 years of experience in senior executive roles in the Government and Non Government sectors, across Australia and overseas. She is currently Director of Creativma - working as an independent innovation and change specialist with a focus on partnership and engagement.

An accomplished facilitator, she has conducted national, state and regional community and stakeholder engagement strategies to inform policy reform and planning.

Specialising in working with diverse stakeholders around complex issues, Marcia works with people to build their knowledge and skills in partnering and engagement to develop new approaches to address these issues.

# Overview

The Noosa River has particularly high environmental and scenic values, and is a much sought after recreational, tourism and fisheries resource that makes a substantial contribution to the local Noosa economy.

Noosa Council is interested in exploring alternative management options for the river due to ongoing concerns in the community regarding abandoned or derelict vessels; pollution and clutter in the river—particularly in the lower estuary which is the busiest section of the river.

Council is also interested in exploring alternative management options for the commercial jetty leases situated along the Noosaville foreshore due to concerns regarding changes to the jetty lease conditions and potential intensification of use; as well as commercial activities occurring outside the jetty lease areas, such as public foreshores and public boat ramps.

All these on-river activities are currently under State Government control; however a state-wide management approach may not be the best option to address these local issues.

The community have a strong association with the Noosa River and there is a perception within the community that Council is responsible for the river.

Over the last 14 years, Council in partnership with the South East Queensland Healthy Waterways Network, has monitored the 'ecological condition' or health of the Noosa River through the Ecosystem Health Monitoring Program (EHMP). This program provides annual assessments of the river catchment's physical, chemical and biological condition.

Since 2001, health ratings for the Noosa River have fluctuated between an A (excellent condition) to a B (good condition).

In terms of boating, the river and lakes system is a nil discharge area for treated and untreated sewage. In addition, declared Fish Habitat Areas (FHA) are found throughout the river system and provide protection to inshore and estuarine fish habitats that are important for sustaining local and regional fisheries.

The ecological, cultural and economic values of the river are under increasing pressure from population growth, tourism growth increased boating numbers and human activities in and adjacent to the river.

This Community Jury topic therefore asks:

**How can we manage the Noosa River better?**

**What role should Council play and what resources should Council apply?**

This information pack outlines the current river management in Noosa. It provides context to the issues of concern and presents a number of potential management options and case studies for your consideration.

It also articulates a vision and set of objectives for the river which guides Council's intent.

### ***In scope:***

- Anchoring, mooring and living on board watercraft in the Noosa River.
- Commercial use of the river and commercial Jetty Leases occupying the Noosaville foreshore.

### ***Out of scope:***

- Commercial and recreational fishing. (This is a separate issue with the State Government currently running a State-wide review process).
- Riverbank erosion.
- Riverbank restoration.



# Section 1

Introduction to river  
management in Noosa

# Section 1 | Introduction to river management in Noosa

The management of anchoring, mooring and living on board watercraft in the Noosa River system is administered by the Queensland Department of Transport and Main Roads (TMR) through Maritime Safety Queensland (MSQ).

There are several key pieces of legislation which provide the head of power for the State authorities to manage the:

- use of nominated waterways;
- water traffic and associated infrastructure;
- condition and operation of vessels; and
- ship-sourced pollution.

These laws include the *Transport Infrastructure Act 1994*, the *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995*.

## Transport Infrastructure Act 1994

The TI Act establishes a system to manage public marine facilities and the use of waterways for transport purposes. The Transport Infrastructure (Waterways Management) Regulation 2012 sits under this Act and outlines the provisions for anchoring, mooring, grounding restrictions and living on board watercraft for Sunshine Coast and Gold Coast regulated waters.

## Transport Operations (Marine Safety) Act 1994

TOMSA, as MSQ refer to it, aims to ensure marine safety, as well as balance regulation of the maritime industry to enable the industry to be further developed. The Transport Operations (Marine Safety) Regulation 2004 sits under this Act and sets out provisions about general safety obligations, licencing, standards etc.

In 2009, the Noosa River Marine Zone was established under this Regulation by a former Noosa Council. The Noosa River Marine Zone prohibits hovercraft, airboats, seaplanes, surfing and wave jumping activities in the river; and restricts free-styling on personal jet skis and water skiing to certain areas in the river.

## Transport Operations (Marine Pollution) Act 1995

TOMPA as it is referred to by MSQ, aims to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollutants into coastal waters. The Transport Operations (Marine Pollution) Regulation 2008 sits under this Act and sets out matters regarding the prevention of pollution by oil, sewage, disposal of garbage (including plastics), noxious liquid substances and packaged harmful substances.



## Responsible agencies

Compliance with these laws and regulations is managed by TMR through Maritime Safety Queensland (MSQ) via a system of complaint and information referrals to other State agencies.

These agencies include the TMR Boat Harbours Team, Queensland Boating and Fisheries Patrol, and the Queensland Police Service. Table 1 on the next page identifies what issue is referred to which agency.

Table 1: MSQ complaint and information referrals to State Agencies

State agency	Referral
TMR Boat Harbours Team	<ol style="list-style-type: none"> <li>1. Complaints about anchoring, mooring and grounding.</li> <li>2. Complaints about living on board watercraft.</li> <li>3. Complaints about watercraft construction and works.</li> <li>4. Applications for any other approvals the Boat Harbours Team is delegated to issue (e.g. Buoy Mooring Authorities and Living on Board watercraft approvals).</li> </ol>
Qld Boating and Fisheries Patrol	<ol style="list-style-type: none"> <li>1. Complaints about anchoring and mooring.</li> <li>2. Complaints about waste holding systems.</li> <li>3. Complaints about non-compliance of the Noosa River Marine Zone (e.g. personal jet skis, surfing and wave jumping in the river). Council's Local Laws Officers are also responsible for conducting regulatory activities regarding the Noosa River Marine Zone.</li> </ol>
Queensland Police Service	<ol style="list-style-type: none"> <li>1. Complaints about non-compliance of the Noosa River Marine Zone (e.g. personal jet skis, surfing and wave jumping in the river).</li> </ol>

## Compliance monitoring

MSQ conducts quarterly meetings with all these agencies to coordinate compliance and maximise on-water monitoring of marine activities across these agencies and policy areas – this also includes resource sharing ‘cross-decking’ arrangements.

On-water regulatory activities are predominantly undertaken by the Queensland Boating and Fisheries Patrol and the Queensland Police during school holiday periods (notably Easter and Christmas holidays) and are primarily focussed on marine safety. At other times, Queensland Boating and Fisheries Patrol investigate complaints received from the public about anchoring, mooring and suspected sewerage discharges from occupied vessels in the river.

**It is important to note that with the establishment of the Noosa River Marine Zone in 2009, Maritime Safety Queensland (MSQ) requested Noosa Council take the lead role in compliance enforcement activities.**

However Council does not own a boat and as a result, Council's Regulatory Officers conduct land-based investigations of illegal activities occurring

within the Marine Zone in response to public complaints. Council officers also conduct educational initiatives such as distributing the Noosa River Marine Zone brochures at public boat ramps and accommodation houses to explain the new rules.

## Anchoring

The State agencies responsible for anchoring in the Noosa River system are listed in Table 1 above and the legislative provisions (or rules) for anchoring are outlined in the Transport Infrastructure (Waterways Management) Regulation 2012.

Within this Regulation, the only prohibitions for anchoring state that watercraft in the Noosa River and the Noosa River Canal Estate must not be anchored, moored or kept aground within 30m of an approved structure, or a watercraft moored to an approved structure.

There are no other provisions in the Regulation regarding:

- unattended anchoring;

- restrictions on where a watercraft can anchor (with the above exceptions); and
- timeframes on how long a watercraft can remain at that place.

However there are anchoring restrictions for other Sunshine Coast and Gold Coast waters in the Regulation where watercrafts are:

- not to be anchored;
- not to be anchored if unoccupied;
- not to be anchored for more than 24 hours;
- not to be anchored for more than 7 days; and
- not to be anchored for more than 7 days in 1 locality (refer Transport Infrastructure (Waterways Management) Regulation 2012, Schedule 2 Part 2 Division 1 & 2; Schedule 1 Part 2 Division 1, 2 & 3).

**Therefore the current Regulations allow owners or operators of watercraft to leave their vessels unattended at anchor in the Noosa River, indefinitely.**

Also there is no permit required or fee associated with anchoring in the river.



### Abandoned and Derelict Vessels

MSQ is responsible for managing abandoned, stranded, sunk, wrecked or unseaworthy ships (hereafter referred to as 'derelict vessels') in Queensland waters.

Its legislative powers are restricted to matters relating to if the vessel:

- poses a risk to marine safety because it is unseaworthy, and there is no reasonable prospect of it being rendered seaworthy in the immediate future; or
- poses a risk to the safety of navigation of ships because it creates, or could reasonably

create an obstruction to navigation; or

- poses a risk to the marine environment because a discharge of pollutant into coastal waters has happened or is likely to happen; or
- has been involved in a marine incident or is in a marine incident area, and the owner has not taken steps to remove or salvage the ship from the marine incident area; or
- has been abandoned by its owner and the owner cannot reasonably be found; or
- a combination of more than one of the above circumstances.

Under its Derelict Vessels Policy, MSQ will keep a file on abandoned vessels in the Noosa River.

Where owners do not comply, or the owner cannot be identified, MSQ can seek authority from the courts to seize and dispose of derelict vessels. The exercise of these powers is usually time consuming and expensive and MSQ is not funded to remove vessels.

However, in 2009 MSQ removed three (3) derelict vessels from the Noosa River due to safety concerns at a cost of ~\$30,000/per vessel following a public campaign in the local media.

MSQ are currently managing three (3) more derelict vessels following concerns raised from public complaints.

MSQ advise the remaining vessels in the river of public concern are not considered 'derelict' for the purposes of marine legislation, though they recognise there is still community concern about their perceived condition. MSQ suggests that it is important for Council and the local community to distinguish between marine safety matters and amenity/localised community matters relating to a vessel's appearance, which need to be dealt with through other avenues.

Nonetheless, the key issue of concern for Council and the community is that in the first instance, owners or operators of watercraft are leaving their vessels unattended at anchor in the Noosa River system in some cases for many years—and Council would like to see this practice stopped.

### Moorings

Moorings are primarily used for storage of registered recreational vessels and offer a more secure alternative to anchoring.

The Noosa River system is currently classified as

a Category 3 mooring area managed by the State (MSQ).

Boat owners who wish to moor in the Noosa River system apply to Transport and Main Roads (Boat Harbours Team) for a Buoy Mooring Authority. This is a 'permit' granted by TMR under the Transport Operations (Marine Safety) Act 1994 which allows the authority holder to occupy an allocated position in the river.

These buoy mooring permits are 'restricted' i.e. issued exclusively for private, recreational use by a single, nominated and approved watercraft. The mooring permits cannot be sold, sub-leased, rented or used for financial gain.

It is the responsibility of the mooring permit holder to:

- provide the buoy mooring apparatus according to set specifications set out by MSQ;
- ensure the buoy mooring is appropriately identifiable; and
- adhere to the mooring permit's conditions of use.

MSQ specifies the conditions of use for a buoy mooring. The Conditions state that the permit holder must ensure the:

- watercraft attached to the mooring is registered in Queensland;
- the nominated watercraft is on the mooring;
- the moored watercraft exhibits an all-round white light whilst secured to the mooring;
- the mooring is not relocated;
- the mooring is not unattended for more than 90 days without notification;
- the mooring apparatus is maintained in a safe and serviceable condition at all times, and is suitable for the type of watercraft attached to the mooring; and
- on board garbage and sewage is managed appropriately according to the provisions set out in the Transport Operations (Marine Pollution) Act 1995.

All the authorised buoy moorings in the river are the traditional 'swing-type' which consist of a heavy 'block' that sits on the riverbed; and 'tackle' which comprises a length of heavy ground chain attached to a length of riser chain and rope; and a numbered float or buoy on the surface.

The cost of a mooring permit includes an initial fee of \$130.30 which covers an assessment of the proposed location, and 12 months' occupation. The annual fee to renew the permit is \$48.90.

There are currently 127 authorised buoy moorings scattered throughout the Noosa River system. This number has been capped by the Harbour Master who determined the river is at capacity and any additional moorings would compromise marine safety.

Since 2010, MSQ has not issued any new buoy mooring authorities for the Noosa River and there are 17 applicants on the waiting list.



## Living on Board

Vessels used to live on board in the river are either at anchor or moored.

There are currently 17 approvals issued by TMR for people to live on board watercraft in the Noosa River either temporarily, intermittently or permanently.

The Transport Infrastructure (Waterways Management) Regulation 2012 outlines the legislative provisions (or rules) for living on board (refer Part 4 Sections 11-13). These provisions prohibit living on watercraft in the Noosa River, and adjoining waters:

- downstream of a line running 333 degrees true from Munna Point;
- within Lake Doonella; and
- the waters of the Noosa River Canal Estate.

With the exception of the areas mentioned above, the provisions also restrict watercraft being used for living on board (whether temporarily, intermittently or permanently) from:

- remaining in the river for more than 48 hours

unless the living on board is in accordance with a living on board approval from TMR.

As a condition of a living on board approval:

- vessels must have the appropriate waste holding system on board;
- occupants must ensure none of the contents of this system are discharged to the river;
- occupants must also ensure that a fixed or mobile pump-out facility is used to empty the contents of the waste holding system; and
- they must keep written records of each discharge while the vessel remains in the river.

Under the Transport Operations (Marine Pollution) Act 1995 and Regulation 2008, the Noosa River and adjoining lakes is listed as a nil discharge area for treated and untreated sewage.

Noosa Council has been actively exploring a number of options to better manage anchoring, mooring and living on board watercraft in the river due to on-going concerns within the broader community regarding:

- abandoned and derelict vessels in the river;
- river clutter, particularly in the lower estuary;
- visual amenity; and
- pollution.

To this end, in 2014 Council sought support from the Minister of Transport and Main Roads to establish a process whereby the relevant State Government officers provide detailed advice to Council regarding potential arrangements to manage these activities at the local level (i.e. Noosa Council take on the manager responsibilities for anchoring, mooring and living on board in the river); and a number of legislative options to progress this matter.



The State advised that with any new proposal, it is Council's responsibility to determine local regulatory needs, undertake public consultation and present a case to the Minister requesting State legislation where local laws are not suitable. The State also requires a commitment from Council to implement and enforce any new provisions.

Managing these activities at a local scale, as opposed to the State-wide approach could deliver:

- improved compliance with regulations;
- no long-term unattended anchoring in the river;
- no watercraft left abandoned and/or derelict in the river;
- reduced river clutter in the lower estuary;
- reduced conflicts with other river users;
- reduced environmental impacts; and
- improved amenity.

With regard to legislative changes, the State advise there are two key options to progress management of anchoring etc. at a local level. These options are:

- Review the provisions in the Transport Infrastructure (Waterways Management) Regulation 2012 to incorporate new or amended ideas to better manage these issues in the Noosa River system; or
- Review and amend the Noosa River Marine Zone established in 2009 by a former Noosa Council under the Transport Operations (Marine Safety) Regulation 2004.

With both options, the State advised that local government determines the need for additional or amended requirements. Council would be responsible for undertaking the necessary community consultation and assessment of options, before formally approaching the Minister for Transport and Main Roads for implementation of State legislation.

MSQ advised its preference would be for Noosa Council to review and amend the existing Noosa River Marine Zone. MSQ's rationale is that the Marine Zone is already in place specifically for Noosa waterways and if amended to include new anchoring and living on board provisions—MSQ consider this a move towards a 'one-stop-shop' for waterways management (Pers.

Coms. Kimberly Foster, Principle Advisor, MSQ, 13/01/15).

MSQ suggest this approach may hopefully help people on the water better understand their responsibilities. It may also justify not having to do additional State Government consultation if Noosa fully complies with Section 222C of the Transport Operations (Marine Safety) Regulation 2004 which could potentially save time in setting up any legislation (refer s222C below).

## **Transport Operations (Marine Safety) Regulation 2004 – Section 222C**

### **222C Consultation for marine zone**

- (1) Before a proposing entity submits a marine zone proposal to the General Manager, Maritime Safety Queensland all of the following must occur:
  - (a) consult about the proposal with:
    - (i) the relevant Regional Harbour Master for the proposed area;
    - (ii) each person carrying on an established business in the proposed area; and
    - (iii) if the proposing entity is a government entity—the local government for the proposed area; and
  - (b) publish, at least once in a newspaper circulating generally in the proposed area, a notice stating—
    - (i) a description of the proposed area, including details of the boundaries of the area and a map or chart showing its locality;
    - (ii) the requirements to be placed on the operation of ships in the proposed area;
    - (iii) why the proposed area should be a marine zone;
    - (iv) that any person may make a written submission about the proposal;
    - (v) the period during which submissions may be made; and
    - (vi) the requirements for properly making submissions; and
    - (vii) a contact telephone number for information about the proposal or making submission.
- (2) The consultation period must be for at least 28 days after the notice is first published.

MSQ acknowledges the Marine Zone provisions (developed under the Transport Operations (Marine Safety) Regulation) and the provisions in the Transport Infrastructure (Waterways Management) Regulation are duplicate legislative frameworks. Each has some slight difference and/or variation which gives strength to one against another depending on what Council wishes to achieve.

### **Commercial use of the river**

Commercial water-based businesses are required to operate from an approved commercial jetty. The use of private jetties for commercial activities is not allowed.

Commercial operators can apply to use public marine facilities (e.g. boat ramps, jetties, pontoons) for commercial purposes. These activities must be approved by both Council as the managing authority, and the State (TMR) as the owner of the public facility.

Public marine facilities are funded by the State through recreational boating registration fees. Presently, a number of commercial operators are using public facilities without approval.

### **Jetty Leases**

There are 14 commercial jetty leases along the Noosaville foreshore. The State Government, through the Department of Natural Resources and Mines (NRM) administer the leases. The lease fee payable is charged in accordance with the Land Act 1994 and ranges from \$1,100 to \$31,500 pa.

The total revenue for the 14 leases is \$123,000 pa.

In late 2014-early 2015, the State renewed eight commercial jetty leases for a 30 year period. The majority of the previous leases were for a 20 year term. Three leases expire in 2016 and 2017 and the renewals of these leases have also been offered for a period of 30 years. The remaining three leases are due to expire in 2025, 2027 and 2028.

The lessee has the responsibility for a duty of care for the leased area and must ensure that the leased area's use and development conforms to the Planning Scheme, local laws and Noosa council requirements, including seeking relevant approvals.

The State has generally accepted Council's comments on new lease proposals as their

position. However, in recent years, the State's higher emphasis on economic drivers has meant that commercial operations outside of 'marine facility purposes' (i.e. a commercial facility relating to boating) has been allowed.

### **Jetties and the Land Act 1994**

The Land Act 1994 (and Regulations 2009) is the key piece of legislation which provides the head of power for the State authorities to manage the commercial jetty leases.

Council currently has little control over the use of these lease areas, as they are not fully zoned by the planning scheme and not currently covered by a local law.

The State has limited resources for regulatory activities and therefore tends to act on compliance as a result of complaints received.

The previous State Government reduced the level of prescription in the new leases which enables them to be used for a wider range of activities with less restriction over the scale of uses. The renewed leases are subject to a standard set of conditions, including specification that uses and works must be for 'marine facility purposes'.



### **Noosa Planning Scheme**

Noosa's Planning scheme does not currently regulate the lease areas in terms of 'use' where over water - only in terms of 'works' e.g. jetty construction.

However, proposed Planning Scheme amendments in relation to commercial development on and adjacent to the Noosa River are designed to –

- provide for uses for 'marine facility purposes' only;
- ensure compatibility with the scenic values of the waterway;

- provide a high level of amenity, including ensuring low ambient noise levels;
- not increase the overall scale and intensity of commercial operations;
- ensure no additional commercial leases on the Noosa River;
- ensure no net increase in the gross floor area of buildings or structures;
- ensure the use of materials, natural finishes and colours that blend with the surrounding natural landscape;
- ensure development reflects the character and setting of the locality (such as timber and tin construction with a traditional pitched roof design).
- ensure commercial development does not extend beyond existing commercial lease areas; and the loading and unloading of passengers is confined to the commercial lease areas of the respective commercial operation.

The proposed amendments will likely be implemented in the first half of 2016.

In the meantime should Council receive a proposal, the Planning Scheme amendments can be given weight in Council's decision.

### **Local Laws history**

Noosa Council's Local Law No.21 Jetties and Wharves was in place from June 1941 until 2011 when it was repealed by Sunshine Coast Council.

Council currently does not have a local law for jetties, however this may be worthwhile investigating further.

While leases were still issued by the State, Local Law No.21 required private use jetties to have a licence (annual fee applicable); be licensed for use as either commercial or residential purposes; and be maintained in good and secure repair. The annual licence fees became fee for service to help offset the inspectoral and management services undertaken by the Environmental Health Department of Council in relation to compliance with the jetty lease conditions.

The jetty licence historically limited the number and type of vessels using the jetty (this was also sometimes included in the State lease).

In 2006, **the State initiated this limitation being excluded from the leases** under agreement that

this control would rest solely with Council and be enforced under their jetty licencing system. Both the State and Council agreed that this was more of a local matter and provided a simpler process for commercial operators to change vessel types to suit changing tourism market demands.

Local Law No. 21 assisted in controlling illegal jetties, maintaining human safety conditions and visual amenity in the waterways. Due to the repeal of Local Law No. 21 in 2011 Council now has little control of illegal jetties.

**The specific conditions on number and type of vessels allowable within a lease area also fell away when the local law was repealed.**

Recent discussions with NRM staff confirm that the newly renewed leases will not have specific detail relating to the number and type of vessels.

Given the long term nature of the leases, this restriction is deliberately omitted to allow for the changing needs of business delivery.

### ***Guidelines for Establishment of New Businesses on the Noosa River***

In 2006, Council created a set of guidelines to assist staff in providing prospective business owners with information about setting up a new commercial business on the river.

This document is still used to assess proposals and has been effective in discouraging inappropriate uses on the river.

There is an agreed practice between NRM and Council officers that all enquiries for new commercial operations and/or requests for commercial jetties are referred to Council in the first instance.



### ***Jetties and the provision of Council services***

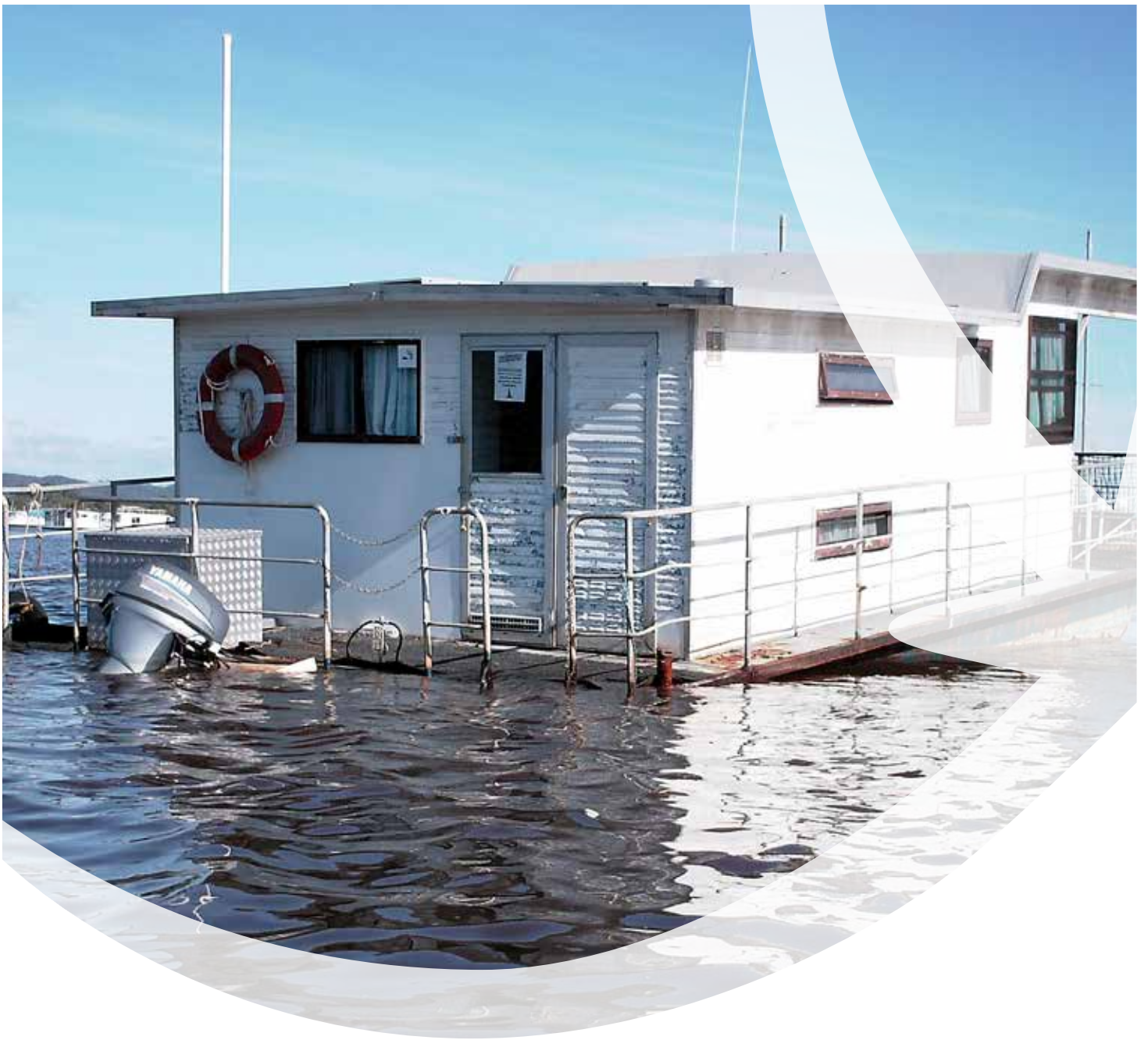
Council does not currently apply general rates to commercial jetties, however charges for services such as waste, and the state emergency levy apply to the majority of the leases.

Previously, Council charged general rates on jetties until NRM ruled that anything below the water mark was not rateable.

Recently, Council received legal advice indicating that the jetties are considered rateable land and therefore general rates are able to be applied. Council staff are currently in discussions with NRM to review the rating of jetties.

It is important to note that any changes to the legislation to allow for rating of jetties would have state-wide implications, and therefore Council will work with LGAQ to develop a state-wide position for Councils on this matter.





## Section 2

Issues of concern in the  
Noosa River

# Section 2 | Issues of concern in the Noosa River

## Anchoring

Historically, some watercraft owners or operators leave their vessels unattended at anchor, abandoned or aground in the river – in some cases for many years.

This practice has a negative cumulative impact on the visual amenity and functionality of the river and significantly contributes to congestion of the waterways.

These vessels mostly occupy the lower estuary which is by far the busiest section of the river. They create hazards for other river users, particularly when navigating the river in darkness; and are often targeted by vandals who smash windows, salvage parts and graffiti the vessels.



MSQ are currently managing three derelict vessels following concerns raised from public complaints and advise the remaining vessels in the river of public concern are not considered 'derelict' for the purposes of marine legislation.

Vessels left 'unattended at anchor' in the river for long periods are also an ongoing concern in the lower estuary – particularly during excessive high tides and/or strong winds.

Noosa Coastguard estimates that it is called upon to re-secure approximately two unattended vessels per month which have broken free of their restraints or dragged their anchors (Pers. Coms. Noosa Coastguard Commander, December, 2014).

## Moorings

The concerns of Council and the community regarding moorings in the river relate to the:

- location of moorings contributing to river congestion – particularly in the lower estuary;
- the number of moored vessels in very poor condition;
- the visual impact of neglected vessels occupying prime positions along the river.

There are safety concerns about unattended vessels in poor condition sinking or breaking free from their restraints during flooding, storm events, high tides and strong winds because the mooring apparatuses have not been maintained. This situation has the potential to cause damage to other watercraft or river infrastructure.

In addition, there are concerns about the scouring of the river bed caused by the heavy ground chain of the 'swing type' mooring apparatus in mooring areas located within declared Fish Habitat Areas.

Existing mooring areas adjacent to Goat Island, Sheep Island and Boreen Point are located within declared Fish Habitat Areas.

The area affected by this scouring can be the entire radius of the swing mooring i.e. an area of up to 2800sq metres (per mooring) which is a considerable area affecting the bed or benthic zone of the river. Benthic zones play an important role in regulating the flow of materials and energy in river ecosystems and are a vital part of the fishery food web.

## Living on Board

There are concerns that some owners or operators live on board their watercraft in the river beyond the time allocated in the Regulations without approval – and without the appropriate waste holding system on board.

The Noosa River and adjoining lakes is a nil discharge area for treated and untreated sewage and Council regularly receives complaints from other river users that some occupants discharge waste to the river unabated.

# Issues of concern in the Noosa River *continued*

There are also concerns that those who live on board their watercraft in the river regularly utilise services Council provides such as parks, amenities, waste collection etc. yet do not contribute financially to the provision of these services as do land-based residents in the Noosa Local Government Area via their rates.

There are no fees associated with a living on board approval.

## Commercial use of the river

There is a community perception that Council is responsible for the river. State and local government manage river and land – e.g. NRM manages the jetty lease areas and Council manages foreshore areas adjacent to the leases.

This is a challenging management model for all levels of government. This model results in limited policing of rules.

Council receives regular complaints from commercial operators regarding non-compliance by other commercial operators of their jetty lease conditions. Complaints generally relate to:

- inconsistencies with regard to approvals for leasing and/or subleasing of businesses which are not for 'marine facility purposes' as per lease conditions;
- changes in fleet of commercial leases (e.g. craft type & numbers); and
- commercial activities occurring outside of lease areas such as signage and hire



watercraft occupying public foreshores; and the collecting of passengers from public boat ramps; on river pontoon storage of jet skis.

## Regulation

Presently, the only regulatory tool is the planning scheme. Provisions in the Noosa Plan to strengthen regulation of activities undertaken in lease areas are included in the current round of amendments to the planning scheme.

The new 30 year leases are less prescriptive on the definition of marine facility purposes. This may open up the commercial leases (and sublease arrangements) and potentially allow commercial operations to be conducted which are not in any way related to marine purposes.

**These changes may provide for significant increases in the scale and intensity of activities that can be undertaken in the lease areas with fewer mechanisms to regulate them.**



In addition, when commercial leaseholders encroach onto Council owned or managed land (i.e. public foreshore areas) there is no clear delineation of the leased areas which Council officers can make reference to when responding to public complaints about this issue.

No specific local law provisions have been established to strengthen compliance of commercial activities with lease areas and this process may require legislative changes to establish Council's jurisdiction over State controlled land areas.



## Section 3

# Potential future river management

# Section 3 | Potential future river management

Council's vision for the Noosa River is that it is protected for future generations.

However, the current river management arrangements significantly impact on the environmental and scenic qualities of the river and impede other river users.

This situation is of on-going concern to the broader community and Council wishes to improve it.

## Noosa River Plan

The Noosa River Plan 2004 is Council's strategic policy position regarding planning, development and management of the Noosa River system, including its waterways and tidal lands. It sets out a number of desired environmental outcomes (DEOs) for various river uses and activities which each have a role in realising the vision for the Noosa River (refer Appendix B).

The River Plan highlights a continuing need for co-ordinated management and resources to be applied to the Noosa River system to ensure the values of the river are prevented from

seriously deteriorating over time. A coordinated management model was recommended, in conjunction with additional plans and regulations under existing legislation.

However by 2010, the State's commitment to implementing the River Plan's actions under their management jurisdiction began to wane, and the issues of concern for Council and the community associated with anchoring, mooring, living on board in the river, and the commercial use of the river remain unresolved.

## How can we manage the Noosa River better?

With amended legislation, the appropriate authorisations and a well-resourced on-river Inspection and Compliance Program, the anchoring, mooring and living on board issues of concern outlined in Section 2 could be addressed.

The table below proposes a suite of potential management actions Council could pursue to improve amenity and reduce environmental impacts in the Noosa River.



Table 1: Proposed suite of potential management actions relating to anchoring, mooring and LOB in the Noosa River.

<b>Anchoring</b>	<b>Moorings</b>	<b>Living on Board (LOB)</b>
<p>Prohibit long term unattended anchoring</p> <p>Create anchoring free areas (refer Appendix C).</p> <p>Establish anchoring timeframes.</p> <p>Introduce permits and fees to anchor and/or live on board watercraft.</p> <p>Introduce permit conditions to ensure anchored vessels and those used to live on board are:</p> <ul style="list-style-type: none"> <li>• maintained in a seaworthy condition;</li> <li>• have the appropriate waste holding and pump out facilities on board.</li> </ul> <p>Proactively regulate compliance with the permits conditions of use.</p>	<p>As a mooring manager, Council could set higher fees to more appropriately reflect the value of a mooring in the Noosa River.</p> <p>Review the mooring authority (i.e. permit), and impose certain 'conditions' on the use of, and placement of, moorings in the river that ensure:</p> <ul style="list-style-type: none"> <li>• moored vessels are maintained in a seaworthy condition (i.e. capable of undertaking a voyage);</li> <li>• have waste holding and pump facilities on board; and</li> <li>• do not contribute to river clutter.</li> </ul> <p>Proactively regulate compliance with the permits conditions of use.</p> <p>Review the location of existing moorings in declared Fish Habitat Areas (FHA).</p> <p>Possibly relocate these moorings or introduce environmentally friendly moorings (EFM) in these areas.</p> <p>Potentially introduce 'shared' moorings and 'visitor' moorings.</p>	<p>Review the circumstances of current LOB Approvals</p> <p>Prohibit LOB in the entire Noosa River system (as per Maroochy River).</p> <p>Develop Transition Plan for current LOB Approval holders.</p> <p>Noosa River Marine Zone</p> <p>Increased on-river regulatory activities.</p>
<p>Noosa River Marine Zone:</p> <p>In addition, Council could more adequately regulate compliance of the Noosa River Marine Zone prohibitions and restrictions - particularly with regard to private jet ski use.</p>		

### **Commercial use of the river**

With amended legislation, the appropriate authorisations and a well-resourced on-river Inspection and Compliance Program, the issues of concern outlined in Section 2 regarding jetty leases and commercial use of the river could be addressed.

The table below proposes a suite of potential management actions Council could pursue to improve management commercial operations within the Noosa River and adjacent foreshore areas.

*Table 2: Proposed suite of potential management actions in relation to commercial use of the Noosa River.*

<b>Commercial jetty leases</b>	<b>Commercial use of the river</b>
<p>Strengthen regulation of commercial development on and adjacent to the Noosa River through Planning Scheme amendments.</p> <p>Install markers to define commercial lease areas to help Council better manage encroachments on to public foreshore areas.</p> <p>Seek legislative amendments and authorisations for Council to manage commercial jetty leases.</p> <p>Investigate applying general rates to commercial jetty leases.</p>	<p>Review and update guidelines to manage and regulate commercial use of the river.</p>



## Section 4

# Potential management options

# Section 4 | Potential management options

## What role should Council play and what resources should Council apply?

### Anchoring, mooring and living on board

#### Option 1 - Do nothing

MSQ would continue to implement their Derelict Vessel Policy and have restrictive legislative powers in terms of abandoned and derelict vessel management. The legislative provisions for anchoring etc. in the Noosa River would remain the same.

#### Option 2 – Request MSQ conduct more regulatory activities in the Noosa River.

This option would involve Council and MSQ entering into a Memorandum of Understanding (MOU) to increase the number of regulatory patrols in the river. Council would fund the State for these increased patrols. MSQ would provide a regular on-river presence to canvas emerging issues and investigate complaints. Long-term unattended anchoring in the river will continue to be permitted.

- Budget estimate
  - \$100,000 pa for operational activities
  - \$ 30,000 pa for legal activities (i.e. derelict vessel removal)
- Total budget \$130,000 pa (\$4.32 pa/Noosa ratepayer)
- Timeframe: July 2016

#### Option 3 - Prohibit long-term unattended anchoring in the river; and request MSQ to conduct more regulatory activities.

Option 3 would achieve the same outcomes as Option 2; but would require legislative amendments to the current provisions for anchoring in the Noosa River. MSQ would be required to implement these new provisions. Long term unattended anchoring in the river will be prohibited.

- Budget estimate
  - \$20,000 for legislative amendments (i.e. one off costs)
  - \$130,000 pa for operational/legal activities (i.e. derelict vessels removal)
- Total budget \$150,000 pa (\$4.98 in yr1 and \$4.32 thereafter / Noosa ratepayer)
- Timeframe – by July 2017

#### Option 4 - Prohibit living on board (private) houseboats in the river; and request MSQ to conduct more regulatory activities.

Option 4 would achieve the same outcomes as Option 2; but would require legislative amendments to the current provisions for living on board in the Noosa River. MSQ would be required to implement these new provisions. Living on board private houseboats in the river will be prohibited.

- Budget estimate
  - \$40,000 pa for legislative amendments (one off costs)
  - \$130,000 pa for operational/legal activities (i.e. derelict vessel removal)
- Total budget \$170,000 pa (i.e. \$5.52 yr1 and \$4.32 thereafter / Noosa ratepayer)
- Timeframe: July 2017

#### Option 5 – Council take on responsibility as anchoring and mooring manager.

Option 5 would require legislative amendments. As anchoring manager Council could create anchoring free areas; and introduce permits and fees to anchor in the river. This would involve entering into an MOU with the State. As mooring manager Council could levy fees and impose certain conditions on the use of and placement of moorings in the Noosa River. It would involve entering into a Buoy Mooring Agreement with the State and re-gazetting the Noosa River to a Category 1 Buoy Mooring Area to enable third-party management.

As an authorised authority, Council would be responsible for issuing permits and conducting regulatory activities to ensure compliance with the new rules to reduce river clutter, improve river passage, improve amenity, and reduce environmental impacts. In addition, Council would be in a better position to ensure compliance with the Noosa River Marine Zones by providing an on-river presence to canvas emerging issues and investigate complaints.

- Budget estimate

Initial setup \$260,000 (\$8.65 / Noosa ratepayer)

Ongoing \$160,000 pa (\$5.31 / Noosa ratepayer)

N.B. Initial set up refers to procurement costs + 1 yr operational activities + \$30,000 for removal of derelict vessels; Ongoing refers to ongoing operational costs pa. These costs will be offset with the ability to collect revenue, with net costs dependent on the level of fees set.

- Timeframe: July 2017

## Commercial use of the river

### Option 1 - Do nothing

NRM continue to manage commercial jetty leases directly and seek comment from Council and other agencies for new proposals. Council continues to assess relevant proposals against the Planning Scheme.

### Option 2 – Install markers to define commercial lease areas on river foreshores.

Option 2 includes the activities outlined in Option 1; and will help Council officers better manage commercial activity encroachments onto public foreshore areas.

- Budget \$5,000 (i.e. \$0.17 / Noosa ratepayer)
- Timeframe – by July 2016

### Option 3 – Develop guidelines to regulate leases.

Option 3 includes the activities outlined in Option 2; and will establish an agreed position between NRM, Council and other relevant agencies on how to appropriately manage and regulate commercial jetty leases.

- Budget \$5,000 (\$0.17 / Noosa ratepayer)
- Timeframe – by July 2016

### Option 4 Investigate legislative amendments to authorise Council to manage commercial jetty leases.

Option 4 allows Council as an authorised authority to administer the commercial jetty leases and have greater control of the environmental and aesthetic outcomes relating to new uses and development of commercial jetties along the river.

- Budget \$5,000 (\$0.17 / Noosa ratepayer)
- Timeframe – by July 2017.





## **Section 5**

Potential summary of  
management options

# Section 5 | Potential summary of management options

Anchoring, mooring and living on board				
	Option	Description	Cost (\$)	Outcome
1	Do nothing	MSQ continue to implement the Derelict Vessel Policy with restrictive legislative powers for abandoned and derelict vessel management.	Nil	Provisions for anchoring etc. in the river remain the same.
2	Request MSQ conduct more regulatory activities in the Noosa River	Council and MSQ enter into a Memorandum of Understanding (MOU). Council fund extra regulatory activities.	\$130,000/pa	MSQ provide a regular on-river presence to ensure compliance with current provisions; canvas emerging issues and investigate complaints.
3	Prohibit long-term unattended anchoring in the river; and request MSQ to conduct more regulatory activities.	Council to seek legislative amendments to change current anchoring provisions. Council and MSQ enter into a Memorandum of Understanding (MOU). Council fund extra regulatory activities.	\$150,000 (i.e. \$130,000/pa \$20,000 one-off cost)	MSQ provide a regular on-river presence to ensure compliance with amended provisions; canvas emerging issues and investigate complaints. Long term unattended anchoring in the river is prohibited.
4	Prohibit living on board (private) houseboats in the river; and request MSQ to conduct more regulatory activities.	Council to seek legislative amendments to change current living on board provisions. Council and MSQ enter into a Memorandum of Understanding (MOU). Council fund extra regulatory activities.	\$170,000 (i.e. \$130,000/pa \$40,000 one-off cost)	MSQ provide a regular on-river presence to ensure compliance with amended provisions; canvas emerging issues and investigate complaints. Living on board private houseboats in the river is prohibited.
5	Council take on responsibility as anchoring and mooring manager.	Council to seek legislative amendments to prohibit long-term unattended anchoring; and living on board private houseboats in the river. The State to re-gazette the Noosa River as a Category 1 Buoy Mooring area to enable third-party management. Council and MSQ to enter into Memorandum of Understanding (MOU) to manage anchoring, mooring and living on board these vessels.	Initial set up \$260,000 Ongoing \$160,000/pa	As anchoring manager Council can create anchoring free areas, and introduce permits/fees to anchor in the river. As mooring manager, Council can set mooring fees, impose conditions on the use of and placement of moorings in the river. As anchoring and mooring manager, Council can ensure those who live on board their anchored or moored vessels (temporally, intermittently or permanently) comply with the waste holding requirements. Council provide a regular on-river presence to ensure compliance with amended provisions; and the Noosa River Marine Zone; canvas emerging issues and investigate complaints. Long term unattended anchoring and living on board private houseboats in the river is prohibited. Council could reduce river clutter, improve river passage for other river users, improve visual amenity and reduce environment impacts.

<b>Commercial use of the river</b>				
	<b>Option</b>	<b>Description</b>	<b>Cost (\$)</b>	<b>Outcome</b>
1	Do nothing	NRM continue to manage commercial jetty leases. Council continue to assess relevant proposals against the Planning Scheme.	Nil	Issues associated with commercial jetty leases not resolved.
2	Install markers to define commercial lease areas on river foreshores.	Council placement of markers (similar to outdoor dining) on foreshore areas covered by a commercial jetty lease.	\$5,000	Improved management by Council of commercial activity encroachments onto public foreshores.
3	Develop guidelines to regulate leases.	NRM, Council and other relevant agencies establish an agreed position on management of commercial jetty leases.	\$5,000	Improved compliance of lease conditions by commercial operators. Improved understanding by relevant agencies of commercial jetty lease management processes.
4	Investigate legislative amendments to authorise Council to manage commercial jetty leases.	Council seeks authority to administer and manage commercial jetty leases.	\$5,000	Council will have greater control of new commercial jetty uses and development of commercial activities on the river. Improve environmental and aesthetic outcomes for the river. Costs for regulatory activities can be absorbed by Council.



## **Section 6**

# River management in other locales

# Section 6 | River management in other locales

## Case Study 1

### Gold Coast Waterways Authority

On 1 December 2012, the Queensland Government established the Gold Coast Waterways Authority (GCWA) under the Gold Coast Waterways Authority Act 2012 to oversee the \$35.3 million portion of state-wide funding allocated to improve the access to and management of GC waterways.

The GCWA is a body corporate, consisting of board members who have developed a ten-year strategy to facilitate and manage the development and use of the Gold Coast waterways. Their scope of activities includes:

- planning for and facilitating the development of the GC waterways over the long term in a way that is sustainable and considers the impact of development on the environment;
- improving and maintaining navigational access to the GC waterways;
- developing and improving public marine facilities relating to the GC waterways; and
- promoting and managing the sustainable use of the GC waterways for marine industries, tourism and recreation.

The strategy will be delivered through the Waterways Management Program which is a four year rolling investment plan. Management actions within the program include: removal of abandoned and derelict vessels from the waterways (\$280K allowance - \$70k annually); implementation of recommendations from the Buoy Mooring review and Buoy Mooring Category 1 upgrade (\$1M); and implementation of a camera surveillance network for waterways behavioural monitoring (\$400K). There are also actions to manage sewerage from boats; enforce limits for living aboard vessels on swing moorings; and initiating campaigns to ensure awareness of responsibilities and consequences of marine pollution.

Website: *Gold Coast Waterways Authority*  
[www.gcwa.qld.gov.au](http://www.gcwa.qld.gov.au)

## Case Study 2

### NSW Maritime

The Maritime Management Centre in Transport for NSW is undertaking a review of the policy and regulatory framework governing the administration of moorings in NSW. To this end, a Moorings Review Issues Paper (March 2014) was developed to provide an explanation of the current arrangements and the challenges posed by increasing demand for boat storage across NSW.

The objectives of the review were to:

- reduce the administrative burden on industry and the community;
- improve consistency and transparency; and
- ensure the policy and regulatory framework is modern and flexible to respond to growing demand for boat storage.

The paper was designed to seek stakeholder and community feedback on a range of issues and potential reform options to help inform an improved approach to mooring management.

The five potential areas for reform include:

#### 1 - Mooring Minders

This is a term colloquially given to relatively inexpensive boats purchased by a mooring licence holder specifically for the purpose of reserving the mooring space. Concerns being that these vessels are often in very poor condition and left unattended for long periods of time.

Have Your Say is the prompt for public feedback within the Mooring Issues Paper, which asks - (i) *Do you think Mooring Minders are a problem on your local waterway?* (ii) *What measures should the Government consider to reduce the incidence of Mooring Minders?*

#### 2. Mooring maintenance

A poorly maintained apparatus can result in a mooring failure and set the vessel adrift with expensive consequences to the vessel owner as

well as owners of other vessels. The Regulations require that a mooring apparatus must be secured, kept in good condition and repaired, and NSW Maritime requires that a mooring apparatus must be serviced at least once a year.

A number of maritime stakeholders have suggested the need for policy or other controls to ensure that provisions of a service report from a moorings contractor should be a compulsory condition of mooring licence renewal, similar to a 'Pink Slip' required to renew registration of older motor vehicles. Similar schemes exist in other jurisdictions, including Victoria and Western Australia (Rottnest Island Authority).

*Have Your Say asks - What measures should be considered to help ensure mooring apparatuses are properly maintained by mooring licence holders?*



### **3. Making more efficient use of existing mooring capacity**

While options for increasing mooring capacity have been canvassed, consideration also needs to be given to policy and regulatory solutions that make better use of existing mooring sites. NSW Maritime administers a Priority Waiting List (PWL) and more than 21% of applicants have been waiting longer than five years, and some more than 20 years.

*Have Your Say asks – Do you think the PWL system is working and do you have any suggestions on how it could be improved? Should alternative approaches to mooring allocations be considered in some areas? Should the Regulations be amended to allow sharing of*

*moorings? Do you think a formal Shared Mooring System would work in NSW?*

### **4. Environmental issues**

Any boating activity has the potential to affect the surrounding environment. The challenge is to meet the demand from the boating public for mooring sites, whilst managing the impacts that moorings have on the seabed. It is crucial that certain environmental issues are considered in relation to moorings, such as damage to seagrass beds. While moorings themselves are not a major cause of seagrass loss within NSW, the traditional 'chain and block' (swing) moorings allow the chain to drag around the block and scour the seabed, causing significant damage to particular seagrass beds.

*Have Your Say asks - Do you support the increased use of environmentally friendly moorings in NSW?*

### **5. Alternative delivery models**

Some stakeholders have suggested that the NSW Maritime Boating Safety Officers (BSOs) and Product Service Officers (PSOs) who deliver on-water and office based delivery functions could better spend time on core functions of safety compliance and education, with mooring management outsourced to a third party. Similar examples can be seen in other jurisdictions such as Queensland where moorings in low risk areas in terms of marine safety and navigation control are managed by third parties. A third party provider is given some flexibility in setting fees to try and achieve certain strategic objectives set by Government – for example, de-cluttering bays by promoting more organised mooring methods, or ensuring the maintenance of safe mooring apparatus.

*Have Your Say asks - Should the Moorings Review consider alternate delivery options such as the outsourcing of some mooring management functions to third parties?*

*Website: Moorings Review Issues Paper – March 2014  
[www.transport.nsw.gov.au/engagement/moorings-review-issues-paper](http://www.transport.nsw.gov.au/engagement/moorings-review-issues-paper)*

## Case Study 3

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### Department of Transport - Western Australia

The Department of Transport (DoT) is seeking to improve the way moorings are managed in Western Australia and have produced a Mooring Management Discussion Paper (February 2015) to glean community feedback on a range of issues and potential reform options to improve mooring management.

Currently DoT are responsible for the management of most, but not all moorings in WA waters. It has jurisdiction over all recreational moorings in dedicated mooring areas, is responsible for licensing some moorings within some DoT managed port authority areas, as well as moorings in small boat harbours and mooring lease areas. The Rottnest Island Authority, port authorities and the Department of Parks and Wildlife manage other moorings.

These complex arrangements do not adequately address the increasing demand for:

- equitable access to moorings;
- the current less-than-optimal use of existing moorings for boat storage; and
- their use as destination points for boat users.

The DoT are seeking to provide fair and equitable access to moorings for the boating community and their specific areas of interest highlighted in the Discussion Paper include improving mooring regulations, introducing a system to allow short-term, casual use of vacant moorings, and improved administration.

*Website: Moorings Management Discussion Paper*

[www.transport.wa.gov.au/mediaFiles/marine/MAC\\_P\\_DiscussionPaper\\_MooringsMgmt\\_Review\\_Stage1.pdf](http://www.transport.wa.gov.au/mediaFiles/marine/MAC_P_DiscussionPaper_MooringsMgmt_Review_Stage1.pdf)

## Case Study 4

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### Rottnest Island Authority

The Rottnest Island Authority manages all aspects of anchoring and mooring on Rottnest Island.

Western Australia has the highest per capita boat ownership in Australia, and Rottnest Island is WA boaties favourite destination. The Island boasts some of WAs most pristine marine environments which include five marine sanctuary zones.

All visitors to Rottnest Island are required to pay an admission fee as a contribution to the conservation of Rottnest Island and the provision and maintenance of facilities and services. Private vessel owners are required to pay an individual admission fee per island visit or purchase an annual vessel admission sticker. The fees for annual admission stickers range from \$231.00 to \$525.00 for vessels up to 8 metres to 15 metres or greater.

Each year the RIA publishes a Marine and Boating Guide to assist boat users to enjoy the Island. This Guide provides clear and concise maps and information regarding the rules and expectations for anchoring and mooring around the island. There are a variety of offshore anchorages and swing moorings; beach anchoring areas; and jetty and beach pens available for hire. The RIA operates a Shared Mooring System (SMS) for authorised and licensed moorings around the Island.

The RIA also has a commitment to keep Rottnest Island waters clean, and implements a strategy to manage the discharge of waste from vessels.

*Website: Rottnest Is Marine and Boating Guide*

[www.rotnnestisland.com/boating/boating-information/boating-on-rotnnest-island](http://www.rotnnestisland.com/boating/boating-information/boating-on-rotnnest-island)

## Case study 5

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### Great Barrier Reef Marine Park Authority

The GBRMPA provides for the long-term protection, ecologically sustainable use, understanding and enjoyment of the Great Barrier Reef through the care and development of the Marine Park.

Because the Marine Park is a multiple-use area 'zoning' helps to manage and protect the values of the Marine Park that users enjoy. It is a key strategy for improving the Reef's health and resilience and has been developed in a way widely considered to be best practice.

Anchoring is generally allowed in most places of the Marine Park outside of designated Reef Protection Areas; while both public and private moorings are encouraged to be used where available to help minimise anchor damage to fragile environments.

Designated Reef Protection Areas are marked with white pyramid-shaped buoys; whilst blue beehive shaped buoys attached to public moorings have a colour-coded band explaining the class (vessel length), time limits and maximum wind strength limits applicable to the mooring.

A large number of privately-owned moorings also exist in the marine park and require the owner's permission before using these moorings. Maps of public mooring locations and their GPS coordinates are available from the GBRMPA.

Regular reef users like commercial tourism operators and local residents may install privately owned moorings with a permit from the GBRMPA and Queensland Parks and Wildlife Service.

GRAMPA's Mooring Policy provides a framework for the management and use of tourism and recreational vessel moorings (i.e. public and private moorings) that protects the environment and promotes ecologically sustainable access to the Great Barrier Reef. The Policy states that:

- moorings promote environmental protection by reducing or eliminating the need to anchor in and adjacent to sensitive habitats; and
- provide safety and convenience for vessels in the Great Barrier Reef.

*Website: Responsible Reef Practices*

[www.gbrmpa.gov.au/visit-the-reef/responsible-reef-practices](http://www.gbrmpa.gov.au/visit-the-reef/responsible-reef-practices)

## Case study 6

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### Transport Safety Victoria

Transport Safety Victoria (TSV) is responsible for assisting waterway managers oversee:

- management of vessel activities on waters under their control;
- allocation and management of moorings and berths;
- designation of areas in which anchorage of vessels is, or is not permitted;
- control of navigation and vessel movement;
- removal or marking of obstructions;
- provision and maintenance of navigation aids, appropriate signage of water levels, hazards, and rules applying to the waters; and
- altering or dredging of channels for navigation.

**Thirty Municipal Councils in Victoria have been appointed waterways managers**, along with various Government Departments and Authorities.

A Guide to Vessel Operating and Zoning Rules for Victorian Waters details the general State and local rules. These rules cater for the wide range of boating and water activities and are designed to:

- provide a safe operating environment;
- separate different activities where needed on the basis of safety; and
- to reflect local conditions.

*Website: Transport Safety Victoria – Waterway managers*

[www.transportsafety.vic.gov.au/\\_\\_data/assets/pdf\\_file/0005/77324/Guide-to-Vessel-Operating-and-Zoning-Rules-VOZR-June-19-2015-Version-12.pdf](http://www.transportsafety.vic.gov.au/__data/assets/pdf_file/0005/77324/Guide-to-Vessel-Operating-and-Zoning-Rules-VOZR-June-19-2015-Version-12.pdf)



# Section 7

## References

## Section 7 | References

Name	Description	Location
Maritime Safety Queensland website - <i>Buoy Moorings</i>	Provides information about buoy moorings category areas throughout Queensland; mooring types; obtaining a buoy mooring authority; application forms and fact sheets.	<a href="http://www.msq.qld.gov.au/Waterways/Buoy-moorings.aspx">http://www.msq.qld.gov.au/Waterways/Buoy-moorings.aspx</a>
Gold Coast Waterways Authority - <i>Buoy Moorings</i>	FAQ provide information about buoy moorings in Gold Coast waterways.	<a href="http://www.gcwa.qld.gov.au/faq/">http://www.gcwa.qld.gov.au/faq/</a>
Moreton Bay Marine Park - <i>Buoy Moorings</i>	Approval checklist for buoy moorings within MBMP.	<a href="http://www.nprsr.qld.gov.au/parks/moreton-bay/pdf/buoy-mooring-fact-sheet.pdf">http://www.nprsr.qld.gov.au/parks/moreton-bay/pdf/buoy-mooring-fact-sheet.pdf</a>
Great Barrier Reef Marine Park Authority - <i>Moorings</i>	Provides information about the management arrangements for moorings within the GBRMPA.	<a href="http://www.gbrmpa.gov.au/visit-the-reef/moorings">http://www.gbrmpa.gov.au/visit-the-reef/moorings</a>
NSW Maritime Management Centre - <i>Moorings Review Issues Paper</i> , March 2014	Provides an overview of mooring management in NSW.	<a href="http://www.transport.nsw.gov.au/engagement/moorings-review-issues-paper">http://www.transport.nsw.gov.au/engagement/moorings-review-issues-paper</a>
Parks Victoria – <i>Annual moorings</i>	Provides information about mooring management in Port Phillip and Western Port, Victoria.	<a href="http://parkweb.vic.gov.au/park-management/bay-and-waterways-management/moorings-and-berths/moorings-and-berths2">http://parkweb.vic.gov.au/park-management/bay-and-waterways-management/moorings-and-berths/moorings-and-berths2</a>
Rottneest Island Authority – <i>Shared Mooring System</i>	Provides information about mooring management and shared moorings.	<a href="http://www.rottneestisland.com/boating/shared-mooring-system">http://www.rottneestisland.com/boating/shared-mooring-system</a>
WA Dept. of Transport Maritime Facilities – <i>Moorings Management Discussion Paper</i> , February 2015.	Fees and Charges Book 2014-15. Provides information about mooring management, marine infrastructure, fees and charges throughout WA waterways.	<a href="http://www.transport.wa.gov.au/mediaFiles/marine/MAC-G-Fees-MaritimeFacilitiesC.pdf">http://www.transport.wa.gov.au/mediaFiles/marine/MAC-G-Fees-MaritimeFacilitiesC.pdf</a>
Noosa Council – <i>Noosa River Mooring and Anchoring Strategy</i> , 2 November 2007.	Draft for Community Consultation. Implemented as aspect of the Noosa River Plan.	Hard copy.
Various legislation	Outlines provisions for on-water activities in the Noosa River.	Transport Infrastructure Act 1994 <a href="https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstInfA94.pdf">https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstInfA94.pdf</a>  Transport Infrastructure (Waterways Management) Regulation 2012 <a href="https://www.legislation.qld.gov.au/LEGISLTN/SLS/2012/12SL231.pdf">https://www.legislation.qld.gov.au/LEGISLTN/SLS/2012/12SL231.pdf</a>

## Section 7 | References *continued*

Name	Description	Location
Various legislation <i>continued</i>		<p>Transport Infrastructure (Public Marine Facilities) Regulation 2011, 1 July 2015  <a href="https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TransInfPuMR11.pdf">https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TransInfPuMR11.pdf</a></p> <p>Transport Operations (Marine Safety) Act 1994  <a href="https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMSA94.pdf">https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMSA94.pdf</a></p> <p>Transport Operations (Marine Safety) Regulation 2004  <a href="https://www.legislation.qld.gov.au/legisltn/current/t/transtopmsyr04.pdf">https://www.legislation.qld.gov.au/legisltn/current/t/transtopmsyr04.pdf</a></p> <p>Noosa River Marine Zones 2009  <a href="http://www.msq.qld.gov.au/Waterways/Marine-zones.aspx">http://www.msq.qld.gov.au/Waterways/Marine-zones.aspx</a></p> <p>Transport Operations (Marine Pollution) Act 1995  <a href="https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMPA95.pdf">https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMPA95.pdf</a></p> <p>Transport Operations (Marine Pollution) Regulation 2008  <a href="https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMPR08.pdf">https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMPR08.pdf</a></p>



# Section 8

## Appendices

# Appendix A: Guidelines for the establishment of new businesses on the Noosa River

## 1. INTRODUCTION

These guidelines have been prepared by Noosa Council's Environmental Health Section to provide information to business operators wishing to establish a new commercial business on the Noosa River.

Council receives numerous enquiries for proposed businesses on the Noosa River.

Individually, these applications have merit, as most proposals are innovative and sometimes unique. However, when considered together with the high volume of other applications, the sheer number of potential approvals would seriously impact upon safety, amenity and congestion on the river.

Noosa River is already congested during peak holiday periods and has been identified as the busiest waterway in South East Queensland during these times. Activity has reached a level where stringent control over new businesses is required.

Many enquirers do not understand that the absence of a particular activity on the river does not mean they are the first to think of it. In almost every instance numerous previous enquirers will have approached the Council and have been refused approval to operate.

## 2. JETTY OPERATING BASE REQUIRED

Commercial water based businesses are required to operate from an approved commercial jetty. Use of private jetties for commercial activity is not allowed.

Noosa Council policy is to generally refuse endorsement of any new commercial jetties to be constructed on the Noosa River for commercial activity.

Operation of a commercial business from anchor or an approved mooring buoy in the River is not permitted.

## 3. FLOATING SHOPS

The Council does not support establishment of a

new floating shop permanently attached to a jetty and used for commercial purposes. Applications will be refused.

## 4. USE OF EXISTING COMMERCIAL JETTIES

Proposed new commercial businesses may negotiate with an existing commercial jetty owner for approval to operate from a commercial jetty.

In most cases the approval of the Noosa Council and Department of Natural Resources & Mines (NRM) will be required.

In some cases the lease issued by NRM limits the number and type of craft, which can operate. In other cases the lease determines a seabed area, which can be occupied by commercial vessels including their manoeuvring space. New operators will therefore need to check the lease conditions through the jetty owner or NRM.

It is unlikely that an extension of an existing seabed lease area will be approved to enable an expansion in the number of commercial craft allowed to operate from the jetty to facilitate a new business. Often the existing owner will be required to remove some of the existing craft to enable the new business to fit within the lease area or to comply with the conditions of the lease.

## 5. USE OF BOAT RAMPS

The regular launching of commercial hire craft such as jet skis, boats, canoes, tour vessels, amphibious watercraft etc is not permitted from public boat ramps.

Boat ramps are owned by the State Government and provided for private pleasure craft. Noosa Council supervises the operation of the boat ramps. Use by commercial operators is not permitted.

## 6. USE OF PUBLIC JETTIES

Public jetties are provided for use by private vessel owners and are not authorised for commercial activity. A new business relying upon use of a public jetty will not be approved.

## 7. WASTE WATER

All vessels which are used for living onboard must be provided with suitable facilities for holding all sewage and sullage waste. This waste must be discharged to a Council approved shore based disposal system. Noosa Harbour Village and the Yacht Club have disposal facilities and approved Pump out vehicles can also operate at commercial jetties to remove waste. Queensland Boating and Fishing Patrol do regular checks of live aboard vessels to ensure that waste is being disposed of appropriately.

Further information on live aboard vessels is available on a separate "Houseboat Information Sheet", which can be obtained from Noosa Council or at [www.noosa.qld.gov.au/index428.php](http://www.noosa.qld.gov.au/index428.php)

## 8. SALE OF FOOD FROM VESSELS

The sale of food from a vessel to customers on the banks of the Noosa River is not permitted.

Food may only be sold to customers on board or to occupants of another vessel.

Food should be stored and prepared in a shore-based food establishment, which is licensed for this activity including the washing up of eating and serving utensils. The storage of food at home is generally not permitted.

Food may be stored and prepared on board the vessel but this will require a higher standard of structural design and fit out of the vessel similar to the requirements for a shore-based food establishment.

The vessel and the proprietor must be licensed for the preparation and sale of food as required under the Food Act 2006.

Licensees are required to undertake a food hygiene-training course to prove competency in food hygiene.

The sale of pre-packaged food, hermetically sealed food (chips, bottled drinks etc) has less onerous requirements.

The Liquor Licensing Division of the Office of Fair Trading controls the sale of alcohol on board vessels under the Liquor Act. Contact their office (Ph 07 32247024) for their requirements.

## 9. RESTRICTED COMMERCIAL/PRIVATE CRAFT

Noosa Council will not agree to the commercial

use of hovercraft, airboats, amphibious vessels, new commercial jet ski businesses or the landing of seaplanes or helicopters on the Noosa River.

## 10. FURTHER READING – THE NOOSA RIVER PLAN

During preparation of the Noosa River Plan, feedback from the public consultation process supported a significant restriction on future commercial activity on the Noosa River system. It was generally accepted that unrestrained growth of vessels on the river is not sustainable and would result in detrimental impacts on the environmental values of the river, the safety of users and people's enjoyment of the river.

The Noosa River Plan was compiled after extensive public consultation and provides guidance on the future use of the Noosa River. The recommendations in the River Plan are being investigated and implemented in consultation with a number of State Government agencies. If you would like further information on the Noosa River Plan a copy is available at [www.noosa.qld.gov.au/index428.php](http://www.noosa.qld.gov.au/index428.php). A hard copy of the Noosa Plan can be obtained from Council's Planning Section at Council's Office in Pelican Street, Tewantin.

## 11. CONTACT DETAILS

Further information on proposed businesses on the river is available from the Council's Environmental Health Section at Council's Administration Building, Pelican St Tewantin, or by phoning 54495323, or by writing to the Chief Executive Officer, PO Box 141, Tewantin, 4565.

Wayne Schafer  
Manager Environmental Health  
Noosa Council

Dated 16th June 2006

# Appendix B: Noosa River Plan - Desired Environment Outcomes (DEOs)

The **anchoring, mooring and living on board** DEOs are listed below:

- The visual amenity of the Noosa River system is protected and enhanced by–
  - o ensuring that the special scenic qualities of the river and vistas to and from the river are protected;
  - o considering the cumulative and incremental effect of activities and structures on and adjacent to the river; and
  - o the safety of the river system for all water users is ensured to the extent that development and activities within and adjacent to the river system are appropriately managed and controlled in terms of their immediate and cumulative impacts.
- Moorings are confined to designated mooring areas that–
  - o avoid adverse impact on fish habitat and other natural values of the river;
  - o do not conflict with safe navigation and users of swimming beaches; and
  - o provide sufficient mooring space for the short term mooring of visiting off-shore vessels close to amenities provided by the Noosa Yacht and Rowing Club, and for events sponsored by the Lake Cootharaba Sailing Club.
- Living on board watercraft is–
  - o restricted within the Noosa River system and recognised as an inappropriate use of the river with respect to amenity, public health and equity;
  - o the location and numbers of vessels on the river used for temporary living on board does not impact upon the visual amenity and safety of the waterway; and
  - o waste holding system disposal is effectively monitored and enforced to ensure nil discharge into the river.

The **commercial use of the river** DEOs are listed below:

- Commercial operations use best practice environmental management by ensuring that such uses:
  - o provide for a quality and diverse range of recreation and visitor activities with a nature-based theme; and
  - o operate without deleterious impact on immediate, surrounding or downstream environments and environment processes.
- Commercial development is designed to:
  - o be compatible with the scenic values of the waterway; and
  - o provide a high level of amenity, including ensuring low ambient noise levels;
  - o avoid causing any adverse increase in congestion within the waterway; and
  - o incorporate energy efficiency principles in the design and operation.
- The loading and unloading of passengers is confined to the commercial lease areas of the respective commercial operation.

To achieve the DEOs a number of management actions are identified in the Noosa River Plan for implementation by the relevant agencies. These include:

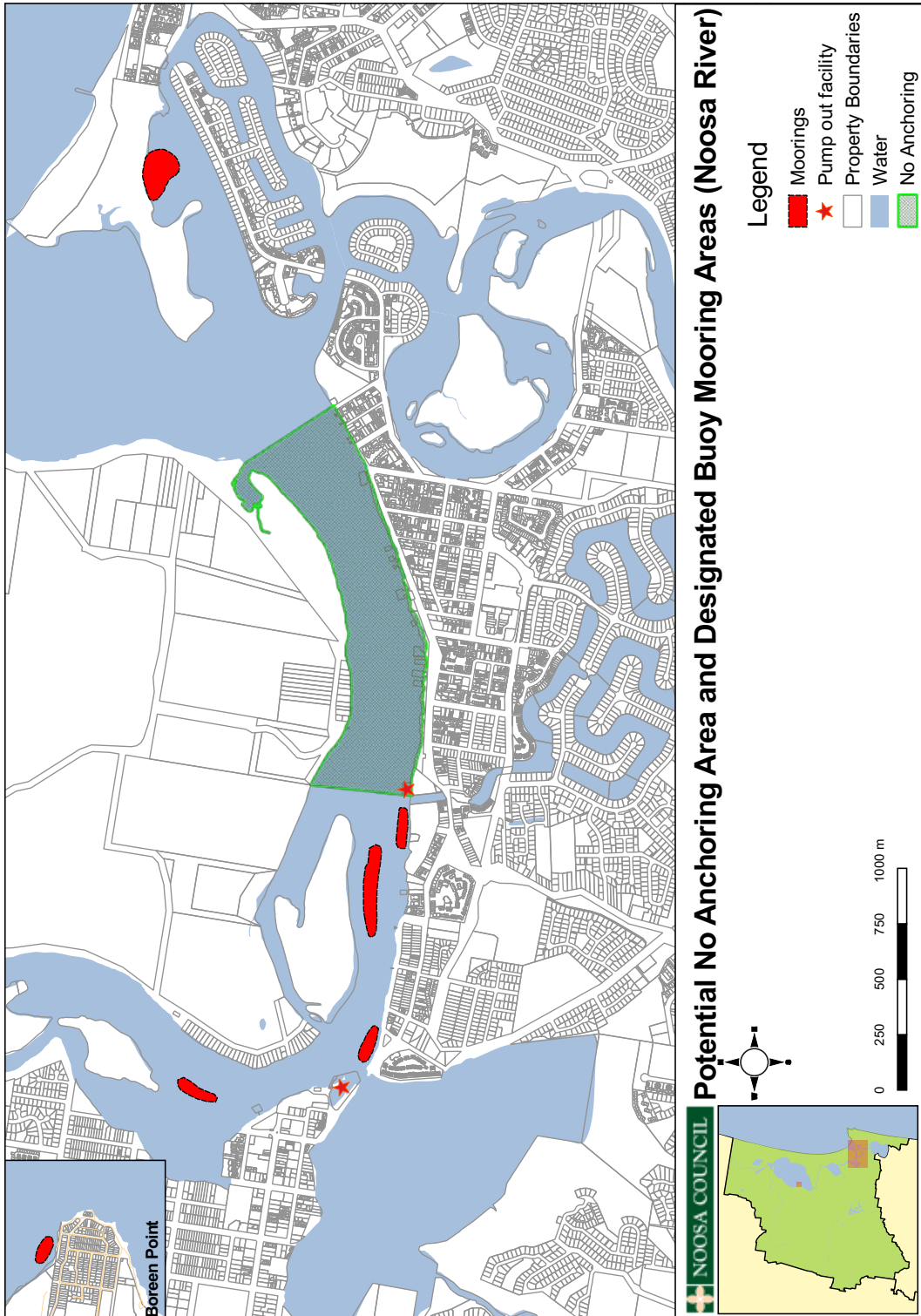
- Maintaining a high level of compliance monitoring and policing of effluent removal from vessels;
- Review capacity of floating and shore based pump out facilities to adequately serve the boating community;
- Remove abandoned vessels within the river;
- Review areas where extensive anchoring of vessels occur to the extent that this is substantial detriment to visual amenity of the river and undertake appropriate measures to limit those impacts;
- Maintain an effective method of control over

the location an number of moorings on the river;

- Investigate alternatives for mooring and securing of vessels;
- Investigate the designation of mooring areas for specific classes of vessels;
- Enforce mooring provisions over areas near Goat Island, Sheep Island, Boreen Point and in Noosa Inlet;
- Review the potential impact of all existing and future vessels, including future temporarily occupied houseboats, upon the river;
- Maintain a high level of compliance monitoring and policing of regulations for watercraft used for living on board; and raise the awareness of compliance activities.
- Enforce requirements that commercial operators are not permitted to occupy or otherwise use areas of the foreshore outside their designated lease areas. This includes for the loading and unloading of passengers onto foreshore areas.
- Investigate a statutory means of managing fleet sizes for commercial boating operations (This would not be intended to reduce the existing fleet sizes, but would include criteria that would have to be met for any expansion of fleet sizes or new operations).
- Enforce requirements that public foreshores, boat ramps and adjacent car parks are not to be used for transactions associated with the hiring of watercraft, regular use for commercial activity, or the hiring of other forms of water-based recreation equipment without the necessary approvals which would be strictly limited.
- Council licence existing lawful commercial operators on the river system and foreshores and prevent illegal and unapproved activity, particularly on foreshores and at boat ramps.

# Appendix C | Maps

Map 1: Mooring areas and proposed no anchoring area



Map 2: Commercial jetty leases on the Noosa River



Commercial Jetty Leases on the Noosa River

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# Appendix D | Procurement costs of a Noosa Council resourced on-river Inspection and Compliance Program

<i>Initial set-up costs Inspection and Compliance Program / Administration</i>				
<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Price (\$) per unit</i>	<i>Total (\$)</i>
Staff	Local Laws Field Officers (Level 3 - Part Time) <ul style="list-style-type: none"> <li>Uniforms</li> <li>Overtime capability incorporated for weekend work.</li> </ul>	2	100,000	100,000
	Administration Officer (Level 2 – Part Time) <ul style="list-style-type: none"> <li>Capacity to share other Local Laws admin duties.</li> </ul>	1	40,000	40,000
Equipment	Boat with motor <ul style="list-style-type: none"> <li>5mt centre console Quintrex 490 'Renegade' -OR-</li> <li>Upgrade Quintrex 490 'Legend'</li> </ul>	1	29,627 34,438	29,627- 34,438
	Boat trailer	1	5,000	5,000
	4WD <ul style="list-style-type: none"> <li>Ford Ranger -OR-</li> <li>Toyota</li> </ul>		38,000 40,000	38,000 40,000
	Phones <ul style="list-style-type: none"> <li>Android mobile on 24 months contract \$15 per month = \$360 -OR-</li> <li>iPhone (TechOne app reliant) on 24 months contract \$30 per month = \$720</li> </ul>	2	360-720	720-1440
	iPads – with T1 capacity <ul style="list-style-type: none"> <li>iPad on 24 month contract \$50 per month = \$1,200 -OR-</li> <li>Windows tablet 24 month contract \$115 per month = \$2,760.</li> </ul>	2	1,200 - 2,760	2,400 - 5,520
	Accessories (cases/covers, car chargers) <ul style="list-style-type: none"> <li>approximately \$130 per device.</li> </ul>	4	130	520
				<b>Total 216,267 - 226,918</b>

**Ongoing costs**  
**Inspection and Compliance Program / Administration**

<b>Item</b>	<b>Description</b>	<b>Qty</b>	<b>Price (\$) per unit</b>	<b>Total (\$)</b>
Staff	Field Officers (Level 3 FTE)	2	100,000	140,000
	Administration Officer (Level 2 FTE)	1	40,000	
Licenses	Commercial Boat Licenses	2	80	80
Equipment	Phones	4	360-720	720-
	iPads		1,200 - 2,760	1,440 2,400 - 5520
Boat	Registration fees	1	339	3,989
	Insurance	1	450	
	Servicing/maintenance (2/yr @ \$1,000)	2	2,000	
	Fuel \$100/mt x 12 mths		1,200	
Trailer	Registration fees	1	95.80	946
	Insurance	1	450	
	Servicing/ maintenance	1	400	
4WD	Registration fees	1	1,859	5,509
	Insurance	1	450	
	Servicing / maintenance	1	800	
	Fuel		2,400	
			<b>TOTAL</b>	<b>153,724-</b> <b>157,564</b>

# Appendix E | Stakeholder List

Council acknowledges the river management options outlined in this document may alter the current circumstances regarding recreational boating, living on board vessels and commercial activities in and around the Noosa River—and has the potential to raise concerns in both the local and wider community if implemented.

The list below set out a number of key stakeholders with whom Council recommends to engage and consult with over the matters raised in this information pack. By initiating early and frequent communication with key stakeholders, their interests and concerns can be more effectively managed and balanced.

Stakeholder	Contact organisation	Comments
Minister for Transport Jackie Trad MP	Department of Transport and Main Roads (TMR)	Letter to inform Ministers and DGs of the Community Jury process and seek meeting to discuss.
Director-General Neil Scales	TMR	
General Manager Patrick Quirk	Maritime Safety Qld	
Minister for Natural Resources and Mines Dr Anthony Lynham MP	Department of Natural Resources and Mines (NRM)	Letter to inform Ministers and DGs of the Community Jury process and seek meeting to discuss.
Director-General James Purtill	NRM	
Member for Noosa Glen Elmes MP	Noosa Electorate Office	Notify MP of the Community Jury Process
Living on Board Approval holders (17)	MSQ/TMR Boat Harbours Team	MSQ/TMR managed the LOB database and can notify LOB Approval holders about the Community Jury process on Council's behalf.
Buoy Mooring Authority holders (127)	As above	As above
Anchored vessel owners or operators (Noosa River)	MSQ	MSQ have the authority to search Queensland Boat Registrations and can send a letter to the registered owners of anchored vessels in the Noosa River on Council's behalf.
Cruising Yachties	Noosa Yacht and Rowing Club Queensland Cruising Yacht Club	
Lessees of Commercial Jetties (14)	Noosa Commercial Boatman's' Association	NRM/Noosa Council
Commercial Charter Boat Operators		
Owner/operator of Noosa River Slipway	Noosa River Slipway	
Owner/operator of Noosa Marina	Noosa Marina	

Stakeholder	Contact organisation	Comments
Noosa Coast Guard Commander	Noosa Coast Guard	
President	Noosa Residents and Ratepayers Association	
President	Noosa Integrated Catchment Association (NICA)	
General Manager	Noosa and District Landcare	
President	Noosa Parks Association	
Representative	Noosa Biosphere	
Representative	Tourism Noosa	



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